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On 27 April 1951, an analysis of the fulfillment of the transport plan for inland shipping for the first quarter of 1951 was submitted to the State Planning Commission at 517 Leipzigerstrasse, Berlin-W. 1, by the Planning Section of the Directorate General of [REDACTED]

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Comment. For analysis, see Annex

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Special ores
for industrial
production

439,000	289,042	65.8	62,805,000	21,336,330	34.0
1,986,800	1,437,720	72.4	263,300,000	199,107,645	75.7

Comments:

Coal.

Percentage of fulfilment: 74.7 percent

In January and February 1951, coal of Mecklenburg was shipped by rail

arrived

month

planned

and

not be shipped in March because of closed locks in Berlin. Higher reshshipments to other destinations. About 30,000 tons could not be shipped from the Dresden district as a result of the closing of locks.

Ores, metals, scrap.

Percentage of fulfilment 402.2 percent

The ore planned to be shipped by water in January was shipped urgently needed by essential plants. Shipments of pyrites scheduled for water from Magdeburg were shipped by rail to the Czechoslovakia.

In January, February, and March 1951, shipments from the U.S.S.R.

Section, declared that its quibba was 1. The ship had to be salvaged from the sea, which, however, yielded but little as a result of adverse weather conditions.

Chemicals.

Fulfilment: 350.2 percent

Some small lots of this kind of commodities were shipped in addition to the planned shipments. Shipments from the Bitterfeld and Halle area could be raised to 2,000 tons per month if shipments made by rail to Dresden and Berlin were switched to shipment by water.

Fertilizers.

Fulfilment: 9.4 percent.

No shipments were made to the inland regions of Mecklenburg and the Haff stations in January as a result of variable weather conditions. Shipments of nitrogen from Piesteritz should be initiated. The DSG Magdeburg repeatedly contacted this factory for that purpose. Regulation No 12 (Speere 12) is not complied with in the DSG districts of Magdeburg and Halle. Shippers as well as the railroad accept shipment orders outlawed by the government. The Leunawerk in February dispatched about 11,000 tons to Hamburg which could have been sent to Hamburg by water after rail shipment to some point on the Elbe River. The lime-mud cargo on which the Sugar Refinery in Demmin planned to ship to Saxony was not dispatched because the cost was out of proportion to the value

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of this cargo. The change from rail to water for shipments to Czechoslovakia, Poland and the U.S.S.R. was below the quota in the Magdeburg district in March.

Liquid motor and boiler fuel.

Fulfilment: 45.6 percent

Following negotiations with the DSG, the DAHA contracted to ship a fixed amount of the monthly quota by water. In February, gasoline shipments were considerably behind schedule. It took about nine days to load barges made available for this shipment. The tank-car operating center furnished but one shuttle train for the shipment of this gasoline.

Building materials.

Fulfilment: 58.3 percent

Fulfilment of the transport quota of this kind of material was poor because of winter conditions which prevented shipments of gravel from mid-February. It must also be noted that 70 percent of the repair prior to this date. Five-thousand tons of cement Schoenebeck to Stettin were not shipped, while special rail route for cement quantities

district for the same reason. A scheduled shipment of 10,000 tons of sand from Seddinsee was not dispatched because of a lack of orders.

Lumber.

Fulfilment: 75.1 percent

In January, shipments from forests were considerably handicapped by heavy snowfall in the Dresden district. The number of lumber shipments also was very low in the inland region of Mecklenburg in January and February. Although navigable for a short time, waters were ice-bound again before it was possible to make sufficient barge tonnage available. Raft lumber shipments dating from 1 January 1951 were listed in March on orders of the State Planning Commission.

Potatoes.

Fulfilment: 39.7 percent

The potato quota for February was not shipped. Shipments planned from Stralsund to Berlin were not effected in March because no dispatch orders were received.

Grain.

Fulfilment: 103.8 percent

A total of 3,000 tons of grain could not be shipped from Haldensleben as a result of the closing down of the ship lift. Rye for Czechoslovakia was shipped from the tonnage made available by the CISL. No grain shipments were made in Mecklenburg, as no grain was released. The quota of grain imports via Doenitz and Wittenberge was not filled. Nineteen thousand tons of grain due to arrive from the U.S.S.R. via Fuerstenberg/Oder and Frankfurt/Oder could not be shipped because of the closing of locks and irregular arrivals.

Sugar beets.

Extra-plan fulfilment.

A number of extra shipments was effected in February.

Sugar.

Fulfilment

An amount of 5,000 tons bound for Centhin was not shipped of the ship lift in Rothensee. A large shipment of sugar in March was sent to Anklam from the sugar refinery in Jarzen. 100 tons were shipped from Riesa to Hamburg in execution of an HIO export order.

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A total of 9,500 tons of raw sugar from Haldensleben was shipped by rail because the ship lift was still under repair.

Salt.

Fulfilment: 33.4 percent

The quota was not filled because Czechoslovakia shipped four-fifths of the salt exports in March in her own vessels. No inland shipments were made by water in January.

Other agricultural products.

Fulfilment: 403.9 percent

The quota for Magdeburg was largely filled by shipments made in the Wittenberge area. However, there was a deficit resulting from the closing of locks in Berlin. Eight hundred tons of flour and 500 tons of flour in Berlin could not be shipped as they were despite planning. The fodder quota for the district of Dresden was too small in January as the shippers had no orders from the district. The Barth sugar refinery delivered additional beet residues to plantations. Beet residues were shipped from Brandenburg.

Other commodities.

Because of changeable weather conditions, shippers were unable to guarantee the arrival of shipments on schedule and, therefore, were hesitant to accept shipment orders for raw material etc. Part of the shipments from Dresden was made by rail as a result of the closing of locks in Berlin. The Stralsund region could not ship the full quota in March. Dresden and Berlin could also ship but part of the quantities planned because of the closing of locks. General cargo was shipped outside the plan. Beginning 30 December 1950 unfavorable winter conditions handicapped the fulfilment of the plan.

Although navigation was officially opened for the coastal area in Mecklenburg on 15 January 1951 there was a stoppage which began in the latter part of January and lasted until mid-March, for coastal waters and the inland region of Mecklenburg were ice bound. Shipping could not be opened before that date in the Stralsund district. In the Schwerin district full navigation was not reopened prior to 17 March 1951.

Navigation in the Dresden district was partially opened on 7 January 1951, but regular navigation began only on 21 January 1951. Navigation on the Saale and Elbe Rivers was reopened as far as Wittenberge on 7 January 1951 with the Elbe River remaining ice free after that date, while the Elbe-Havel Canal was ice bound again. When thaw set in, navigation was reopened as far as Genthin and Berlin on 6 and 7 February 1951 respectively.

In the Berlin district, navigation was reopened between 10 and 13 January 1951. Only within Berlin could traffic be maintained throughout the month.

Elbe and Saale remained fully navigable during the first quarter of 1951.

The water gauge at Dresden indicated a depth of 2.02 meters.

Shipments were considerably affected by the closing of locks in West Berlin from 6 March to 22 March 1951 and repair work on the Rothensee ship lift. These were the principal causes for the non-fulfilment of the plan.

The fleet was utilized 75.8 percent, with 1.2 voyages per vessel and 20 days spent on the trip as a result of the long winter and a deduction of 71 days of employment. The fleet shipped 1,386,647 tons. Traffic control Instruction No 12 which was to relieve railroad traffic by water shipments was not fully complied with, as the transportation advisers in the Kreise were not furnished with the necessary information. A new order provides that advisers in the Kreise be furnished with a copy of each shipment and a factual report so that they can ascertain whether shipments can be made by water instead of by rail.

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The economic plan for the first quarter of 1951 was:

Plan	1,986,800 tons
Fulfilment	1,437,720 tons or 72.4 percent
Plan	263,300,000 ton/km
Fulfilment	199,407,645 ton/km or 75.7 percent

The breakdown of commodities was:

Kind of Commodity	Plan in Tons	Fulfilment in Tons	Percentage	Plan in Ton/km	Fulfilment in Ton/km	Percentage
Coal, coke	523,000	390,611	74.7	71,700,000	64,289,598	89.7
Ores, metals, scrap	14,000	56,301	402.2	2,200,000	14,934,462	678.8
Chemicals	300	1,751	566.7	45,000	640,608	142.4
Fertilizers	43,600	4,085	9.4	7,600,000	667,722	8.9
Liquid motor- and boiler fuel	7,800	3,535	45.6	1,600,000	571,601	35.7
Building materials	684,000	398,729	58.3	64,000,000	52,847,630	82.6
Lumber including raft lumber	51,500	38,686 11,744	75.1	2,200,000	3,955,067 538,697	179.8
Potatoes	3,000	1,987	66.7	700,000	223,787	32.0
Grain	112,500	116,770	103.8	28,150,000	18,956,918	67.3
Sugar beets	not included in plan	1,286		-	85,199	
Sugar	53,000	60,458	114.1	8,800,000	7,390,381	84.0
Salt	41,000	13,697	33.4	10,200,000	4,590,940	45.0
Special ores for agricultural purposes	14,100	60,762	430.9	3,400,000	8,916,802	262.3

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